

PROSPECTUS OF OLIVERS FREEHOLD MINES, LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG 1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

GENERAL MANAGERS:
JOHN D. HUMPHREYS & SON.

CAPITAL... \$300,000
DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$5 EACH.
(OF WHICH 10,750 "A" SHARES AND 5,000 "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOR "B" SHARES: \$1.00 PER SHARE ON APPLICATION.
\$1.50 PER SHARE ON ALLOTMENT.

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.
Any person may apply for 1 "A" share for every 20 "B" shares applied for by him. The "A" shares are payable, \$1 on application and the balance, \$4, on allotment.
Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 16th day of January, 1896.
For forms of application apply in Hongkong to JOHN D. HUMPHREYS & SON, General Managers, or to A. S. WATSON & CO., LIMITED, at Canton, Foochow, and Shanghai.
The Company was formed to acquire and has purchased the Olivers 100 Acre Freehold and other properties adjacent thereto belonging to the Vendors with the Machinery, Stamp, &c., thereon for the price of \$50,000, which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A" or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate on the Eastern boundary of Olivers Freehold for the price of \$35,000 which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' shares and as to \$25,000 the balance is payable in cash.
All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share, but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.
It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz., 15,000 "B" Shares or such part thereof as may be thought advisable be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:—
I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILMOTT, a mining expert from Victoria. Mr. WILMOTT has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.
The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 655 yards, 2 feet, 6 inches.
The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides the range of hills into two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the foot of the mountain which supplies the battery belonging to the property, situated at Mount McDonald in the district of Carcoar in the province of Bathurst, New South Wales.
The Battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment as quartz can be carried to it or trollyed to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boilers.
The Water Supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.
The Machinery we found to be of the best description and comprises a first-class engine and two good boilers. There are 4 batteries of 5 head of stamps capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.
The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.
A party of Tributers, at work on the Freehold not far from the battery, was raising ore which yielded over 2 ozs. to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it.
The old workings are of the most primitive description, having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is said about 100 ozs. of gold were obtained by the owners of the battery at the time from recushing and washing the tailings. One working not far from the battery yielded to 2 ozs. of gold to the ton, and 2700 worth of gold was taken out of a hole a few feet deep just below the dam.
It is seen by examining the old workings which still exist that they were mined by men unaccustomed to cope with quartz mining difficulties. The work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or became dangerous through being untimbered, the mines were abandoned. This part of the district was, moreover, at the time infested by bands of desperate bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.
Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear.
As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere. Eureka Mine lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured, thus giving to the Company a magnificent water supply.
The new shaft of the Eureka has been sunk to a depth of 85 feet. The old workings before the miners were flooded out yielded to a depth of 120 feet not less than 100 ozs. of gold per ton, and it is reasonable to expect that this new shaft will be about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by poplar trees in the vicinity of which is a machine house with necessary winding and pumping gear for treating the mine from water. All were in good order and fit to commence work when inspected.
The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about 45 per foot. When descended, sufficient tunnels will be driven to the North and South and the reef will be worked upwards, which is the most economical plan.
The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account, but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.
The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and while a short time in good results. A map of the mines is attached and also a map of New South Wales showing Railways and the direction of the Reefs running through the property with the position marked of some of the principal mines:—

- Viz:—No. 1.—Ophir—where Gold was first discovered in Australia.
No. 2.—Lucknow—The Wentworth Proprietary Company, £500,000 Capital.
No. 3.—Mount MacDonald—Olivers Freehold Mines including Eureka.
No. 4.—Adelong—Gibraltar Gold Mining Company floated in London, October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON,
GENERAL MANAGERS,
HONGKONG.

Today's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GISELA" having arrived, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

From Calcutta, ex S.S. "AGLAIA," transhipped at Colombo.

From Trieste, ex S.S. "IMPERATRIZ," transhipped at Bombay.

From Venice, ex S.S. "CARLOTTA," transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersecretary before Noon on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 13th January, 1896.

GOVERNMENT NOTIFICATION.

No. 5.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 20th day of January, 1896, at 3 P.M., are published for general information.

By Command.

J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 4th January, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaikwan West, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

Colony of Hongkong, for a term of 75 years.										
PARTICULARS OF THE LOT.										
No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Squarefeet.	Annual Rent.	Up peracre.	
			NW.	SW.	SE.	NE.				
			ft.	ft.	ft.	ft.		\$	\$	
1	Shaokwan Lot	Shaokwan West,	88	112	200	119	15,280	86	1,233	

Intimations.

MR. ADWICK KEW.
(LATE OF P. & A. & NOBLE.)
HAS OPENED his Dental Rooms at No. 52, QUEEN'S ROAD, CENTRAL, a few doors from Messrs. GAUPP & Co.
Teeth filled or renovated, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and Teeth EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [135]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.
We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.
Call Flag "W."
J. W. KEW & Co.
STEAM WATER-BOAT CO.,
18, PRINCE CENTRAL.
Hongkong, 7th October, 1895. [136]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER Always on Hand.
L. MALLORY,
Hongkong, 24th June, 1895. [140]

ALEXANDRE'S CURCANS
RUE LAFAYETTE, PARIS.
HARMONIOUS FOR CHURCHES, DRAWING ROOMS, SCHOOLS, &c.
FROM 24 UPWARDS.
Illustrated Catalogue sent free on demand.
APPLY TO
JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

LANGUID WOMEN

PALE CHILDREN
OLD PEOPLE, INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPTONE).
A DELICIOUS NUTRITIVE STIMULANT.

This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach. It is indicated in constitutional weakness, lack of digestive power, for the aged, anemic, Dyspeptic, and Convalescent.



Thin Children Grow Fat

On Scott's Emulsion, because fat foods make fat children. They are thin, and remain thin just in proportion to their inability to assimilate food rich in fat.

Scott's Emulsion

is Cod Liver Oil is especially adaptable to those of weak digestion—it is *partly digested already*. Astonishing how quickly a thin person gains solid flesh by its use!

Almost as palatable as milk.
Bottled & Exported, London. All Chemists.

Sole Agents for Hongkong and the Empire of China—W. Watson & Co., Hongkong.
Hongkong, 27th March, 1894.

Shipping.

STEAMERS.

THE Steamship
FOR SHANGHAI.

"LYEEMOON."
Captains G. Heermann, will be despatched for the above Port TO-MORROW, the 14th instant, at 4 P.M.
For Freight or Passage, apply to SIEMSEN & Co.
Hongkong, 11th January, 1896. [126]

CHINA NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA AND KOBE.

THE Steamship
Captains Nelson, will be despatched on THURSDAY, the 16th instant, at 4 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th January, 1896. [194]

FOR KOBE (DIRECT).
THE Steamship
Captains Williams, will be despatched for the above Port on FRIDAY, the 17th instant, at Noon.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 10th January, 1896. [129]

Intimations.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, £80,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
AGENTS:—Messrs. DODWELL, CARLILL & Co.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"NAMOAN."
Captains Hall, will be despatched for the above Ports TO-MORROW, the 14th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 13th January, 1896. [125]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATON APCAR."
Captains J. E. Hansen, will be despatched for the above Ports TO-MORROW, the 14th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 8th January, 1896. [120]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT D. RWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Steamship
"CHANGSHA."
J. E. Williams, Commander, will be despatched TO-MORROW, the 14th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th January, 1896. [65]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"GISELA."
Captains A. Mitis, will leave for the above places on or about TUESDAY, the 14th instant.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 7th January, 1896. [93]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship
"HUPEH."
Captains Quail, will be despatched on SATURDAY, the 14th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th January, 1896. [93]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL.

THE Company's Steamship
"CHINGWO."
J. Gray, Commander, will be despatched on or about the 19th instant.
For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.
Singapore, 8th January, 1896. [101]

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")
THE Steamship
"FALLODON HALL."
Captains Kilvert, will be despatched for the above Port on or about 23rd instant.
For Freight, apply to SHEWAN & Co. [82]

"SHIRAZ" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"GLAMORGANSHIRE."
Captains Vyvyan, will be despatched for the above Ports on SATURDAY, the 25th instant.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 3rd January, 1896. [1704]

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "POLYPHEMUS.")
THE Steamship
"LENNOX."
will be despatched about 4th February.
S.S. "PORT ADELAIDE."
will be despatched about 18th February.
S.S. "GHAZER."
will be despatched about 4th March.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 4th January, 1896. [73]

Shipping.

STEAMERS.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENFARG."
Captains Selby, will be despatched as above on or about WEDNESDAY, the 15th instant, instead of as previously notified.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 11th January, 1896. [1793]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"BENLOMOND."
Captains McIntosh, will be despatched as above on or about the 17th instant.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd January, 1896. [68]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Mount Lebanon... Saturday... 12th Jan.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MOUNT LEBANON."
will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 25th January.
Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.
Hongkong, 9th January, 1896. [119]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"ACHILLES."
Captains Harvey, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th January, 1896. [96]

SAILING VESSELS.
FOR NEW YORK.

THE 3/3 A.L.L. American Ship
"JOHN R. KELLEY."
Captains Chapman, having arrived, will load here for the above Port, and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & Co.
Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.
THE 100 A.L. British Ship
"BRODICK CASTLE."
Ferguson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co.
Hongkong, 6th December, 1895. [1692]

FOR NEW YORK.
THE 3/3 A.L.L. American Ship
"DANIEL BARNES."
Rogers, Master, shortly expected, will load here for the above Port, and will be despatched on or about the 20th February, 1896.
For Freight, apply to CARLOWITZ & Co.
Hongkong, 31st December, 1895. [1857]

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENALDER,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whether or not from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 15th instant or they will not be recognized.
All Goods, whether "lost" or "damaged" Goods are to be left in the Godowns, where they will be examined on the 15th instant at 11 A.M.
No Free Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 10th January, 1896. [1512]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1896 SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twice Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd January, '96.
EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th February, '96.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS: Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street. [3]

Hongkong, 26th December, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 14th Jan., at Noon, 1896.
Belge (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 1st Feb., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 3rd March, at Noon.

THE Company's Steamship
"GAELIC"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 14th Jan., 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.
Hongkong, 6th January, 1896. [12]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1896. [3]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma... 2,549 | Thursday... | Jan. 23.
Victoria... 3,167 | Tuesday... | Feb. 11.
Hankow... 3,594 | Tuesday... | Mar. 10.
Tacoma... 2,549 | Tuesday... | April 7.

THE Steamship
"TACOMA."
Captains Crawford, sailing at Noon, on THURSDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 6th January, 1896. [4]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Karlsruhe... Tuesday... 4th Feb.
Prins Heinrich... Tuesday... 3rd March.
Prinzess... Tuesday... 1st April.
Sachsen... Tuesday... 28th April.
Karlsruhe... Tuesday... 26th May.
Prins Heinrich... Tuesday... 23rd June.

ON TUESDAY, the 4th day of February, 1896, at 4 A.M. the Company's Steamship "KARLSRUHE," Captain H. Walter, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 1st Feb. Cargo and Specie will be received on board until 7 P.M. on Monday the 3rd Feb., and Parcels will be received at the Agency's Office until NOON on Monday, the 3rd Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than 25-50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 13th January, 1896. [188]

RIECKMERS LINE.
REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP, HAMBURG, VIA SUEZ CANAL TO PESHANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA, FROM HOME.

PROPOSED SAILINGS OF THE NEW ELIZABETH STEAMERS OF THE RIECKMERS LINE, RICEHILLING, SHIPBUILDING AND SHIPREPAIRING COMPANY OF BREMEN. (SUBJECT TO ALTERATIONS.)

Dorothea Rickmers... 3,846 | December.
Doris Rickmers... 3,700 | January.
Maria Rickmers... 5,500 | February.
Helena Rickmers... 3,213 | March.
Sophie Rickmers... 3,249 | April.
Elise Rickmers... 5,500 | May.
Elisabeth Rickmers... 5,500 | June.

FROM THE EAST.
VIA SINGAPORE, TO HAVRE, BREMEN AND HAMBURG, and other Continental Ports, if sufficient Inducement offers.

(Taking Cargo, at through rates to ANTWERP, Amsterdam and Rotterdam.)

PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS.)

Dorothea Rickmers... 3,846 | February.
Doris Rickmers... 3,700 | March.
Maria Rickmers... 5,500 | April.
Helena Rickmers... 3,213 | May.

THE Steamers are all FIRST-CLASS RISKS and are supplied with all the modern Appliances and powerful Engines.

For further Particulars, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, January, 1896. [98]

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